

*FOLLOWING
FRANCIS
REDFERN*

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PART VIII

Uttoxeter to the end of
the Victorian Era

Price 30p.

Following

Francis

Redfern

IN THE LAST PART of our revision of Redfern's History, we recalled some trades of the district in the 18th and early 19th centuries ; also accounts of some outstanding local personalities.

Redfern also gave short paragraphs on a few persons who might otherwise have been forgotten. Thus, (on p. 318, 2nd Edn.) we hear that the old mansion at the top of Dove Bank, once owned by the Mynors family, and in 1642 owned by Mr. Wood, who entertained Charles I there (the house we have previously described as owned by the lapidary, Mr. Copestake, whose daughter was known to Mary Howitt) had become the property of Mr. Hart, who pulled it down lest it should fall. This Mr. Hart, a wealthy Banker, was descended from John Hart, who in 1629 had no less than 283 acres of land in Uttoxeter Manor. Redfern earlier (see p. 7 of Part IV of this work) included William Hart as one of several local gentlemen who paid fines rather than accept knighthoods at the Coronation of Charles I. — in William Hart's case the sum was £10, no small sum in 1625.

On p. 30 of Part IV of this work, it will be noted that a member of William Hart's family, Thomas, was one of a party of Uttoxeter landholders who has arbitrarily sold some straying cattle belonging to a Stafford farmer, and the Parlia-

mentary Committee at Stafford ordered them to make amends to Mrs. Lees, widow of the original owner, who had died before the seizure of the cattle was discovered. On the other hand we have noted that Mr. Hart was supported by the Stafford Committee against a Parliamentary soldier who had seized Mr. Hart's horse.

In addition to the above items already recorded in the pages indicated, there are additional facts worth stating which show the importance of the family in early Stuart times. Thus, among Church properties listed in 1637 is a chalice, the gift of William and Annie Hart, weighing 10½ ounces.

The manorial survey of 1629, to which we have frequently referred, contains the names of William Hart and John Hart ; in a list of the Hart holdings the heading reads "William, now John Hart". The extent of the Hart land is given as 285 acres, lying not only on the High Wood and in the Woodfield, but in Bromshul Field to the west, and also in the Botham Field (i.e. along the present Ashbourne Road), besides other smaller holdings scattered in all directions. The entry in the survey occupies almost three pages of script ; this may be compared with just over three pages for the Kynnersley property, rather less than one and a half pages for the Mynors estate, and almost three full pages for the property of Sir Thomas Pope Blount.

It is disappointing to have to record that from Stuart times down to the early days of Mary Howitt, we have no note of this family, though they must have retained their wealth and position in Uttoxeter.

It may be that Mary's father, Samuel Botham, carried out survey work for Thomas Hart, but we learn from Mary's writing some years afterwards, that her father joined with two local gentlemen in studying the French Revolution and its boasted benefits for mankind ; these were Thomas Hart (later a Banker) and William Warner, a lawyer, and almost certainly a member of the Warner family who had held land at Bramshall for several centuries, the last being two ladies whom I can remember in 1893, Mrs. Lasseter, wife of Dr. Lasseter, and her sister, Mrs. Fradgley, wife of Thomas Fradgley, the famous Uttoxeter architect, who designed many well-known buildings (Uttoxeter Town Hall, the Brewery Offices only recently demolished, several local churches, and some parts of Alton Towers additions).

Although Samuel Botham seems to have become less familiar with his friends who enthused about the French Revolution, Thomas Hart was very desirous that the Uttoxeter surveyor should be appointed to survey and enclose the Needwood estates of the Duchy of Lancaster. Mary recalled that while her father was anxiously awaiting news about the success or otherwise of his application for the post, one night the Botham family were roused from sleep in their Balance St. home by the sound of a galloping horse, which stopped outside the house, and Mr. Hart's voice was heard. Her father hastened to the window, and was thus greeted : "Good news, Mr. Botham ! I am come from Stafford. I have seen the Act, (i.e. the Act of Parliament allowing the enclosure of the Needwood estate of the Duchy, and appointing the Surveyors of the work). You and Mr. Wyatt are appointed the Surveyors !"

Thomas Hart may not have ridden to Stafford purposely to hear the official news of the enclosure, but it is clear that he was keen to do so, and pleased to know that Mary's father had been chosen to carry out the Survey.

We know from Thomas Hart's MS. notes in the margin of Mr. Bamford's book, that he had bought the old Mansion opposite Alleyne's Grammar School at Dove Bank ; it was originally Mynors property, sold to Mr. Wood who had entertained Charles I. there in 1642. It was also the building visited by Mary Botham with her mother when Miss Copestake, daughter of the lapidary and jewellery manufacturer we have previously mentioned.

It was so old then that Mary noted its dilapidated state, and Mr. Hart's marginal notes tell us that he had caused it to be demolished. But we also learn (see pp. 30 and 31 of Part VII of this work) that he still took a kindly interest in the activities of the girl who was keen about the beauty of our local wild flowers. He was in business as a Banker in Church St. according to a directory of 1818, but a directory of 1850 does not mention him. However, Mrs. Eliza Hart was living in Church St. and in 1840 had founded an Infants' School for 100 pupils, built in Bradley St., next to the National School. Miss Hart, presumably daughter of Thomas Hart and his wife Eliza, became Mrs. Cavendish of Crakemarsh Hall in 1833. The Hart family, like such families as the Mynors, Bakewell, Startin, Mottram, Durose, Kynnersley, and others, can be traced from the early 1600's down to the 19th and even the 20th century.

The Hart family is noteworthy for the generous gift of Mrs. Eliza Hart in 1840. But this is an instance of such giving which can be recorded of a number of persons. Thus, when it became evident during the Napoleonic wars that great sacrifices were required of all British people. It is not generally known that from all towns and even villages throughout the land, subscriptions were called for to a patriotic fund to support the Government as early in the struggle as 1798. I have recorded the following amounts contributed : Abbots Bromley £32 : 10 : 6, Blithfield £50 : 11 : 6, Cheadle £217 : 11 : 0, Hanbury, Marchington and Newborough £73 : 6 : 10, Mayfield £195 - 6 - 0, Newcastle-u-L £223 : 14 : 0, (this list of subscribers fills four pages). The Uttoxeter list totalled £112 : 8 : 0, towards which men like Thomas Hart, Brian Hodgson, and John Smyth contributed £10 : 10 : 0 each, Mr. Phillips of Low Fields £4 : 4 : 0 ; at the other end of the scale James Boulton and Joshua Smith could only give one shilling each, but it may well be that this was in reality a greater sacrifice than that made by wealthier subscribers.

There are further examples of public spirited gifts towards special, usually religious, purposes. There were two sums of £500 each (recorded by Redfern) given by "the late Mrs. Hawkins, of Uttoxeter and Burton-on-Trent." One was made towards the Manse in Bradley St. for the Wesleyan Minister ; the house had been bought in 1882 by Mr. Thomas Gresley, tailor, of Uttoxeter. He also gave £50, as did Mr. John Stretch, towards repairing the house. This fund was increased by Mrs. Hawkins' gift, also by a sum of £200 realised by a bazaar in 1885, and one part of the proceeds was used for improving the Wesleyan Church. Redfern states that of the whole fund only £30 could be spared for the church improvement. The cost of the manse and its renovation must have been considerable, but this ensured that the minister was well provided for ; this house was replaced some years later by the present Manse in Fairfield Road.

Mrs. Hawkins' gift of £500 towards the *re-building* of the Heath Mission Church is somewhat puzzling. The Church stands on the edge of former brickyards, as is the case of St. Mary's Mount ; the land (and other aid) was given by members of the Hawthorn family, but I have not been able to establish firmly that Mrs. Hawkins was one of this family ; but among initials cut into foundation bricks by the Heath Church door are some which can definitely be given ; namely those of H.O.H. (Henry Orme Hawthorn), H.J.H. (Henry John Hawthorn).

It may only be a coincidence that Mrs. Hawkins should have had initials ending in "H" ; still, her residences, as Redfern wrote, were on the Heath, Uttoxeter, and at Burton-on-Trent. There is a street "Hawkins Lane" at Burton, and John and Henry Hawkins were Linen and Woollen Drapers in Burton. Her generosity provides another instance of Uttoxeter's charitable inhabitants in the last century.

While on the subject of Charities of Uttoxeter, it is worth noting that Samuel Bentley, whose poems were noted in Part VII of this work, wrote of the inhabitants of Uttoxeter :—

*" How happy thy poor, who enjoy
Possessions o'er want to prevail "*

It is clear that Bentley knew of the numerous gifts made to Uttoxeter, and Redfern mentions (pp. 413 - 422 2nd Edn.) no less than twenty-seven different charities.

These have now been consolidated, and placed by the Charity Commissioners in the hands of Trustees. But Bentley's poem was written before 1800, and those who made gifts to various churches we have recorded above had indeed many examples to follow. Many of these have been noted in previous parts of this work ; the almshouses given by Wright and Mastergent and Lathropp are still evidences of these.

There is some evidence of effort lasting through the 19th Century, made by the Parish Church, to encourage some self-help by poor parishioners. Collectors visited such persons in districts, and the money saved by the people themselves was kept until it could be used for such purposes as buying cloth etc. to be made up for their own clothes, and so on. The records do not state whether any interest was paid, or whether generous people added anything to the money saved. Sad to relate, it was on one occasion reported that one of the collectors could not produce the sums collected, but the persons saving were not allowed to lose anything.

On pp. 440 and 441 of 2nd Edn., Redfern quotes from the "Evangelical Magazine" Oct. 1802, this paragraph, headed "Singular instance of generosity."

In September 1801, W. T. Mynors, Esq. of Knypersley, near Uttoxeter, died without a will, and his large property, consisting of landed estates, devolved upon his eldest son, the then W. T. Mynors, Esq. By this circumstance eight younger children were left unprovided for. But he immediately made over to his younger brothers and sisters three considerable estates of the stated value of £10,000, which were about two-thirds of the whole property. When remonstrated with for doing so, he having a large family of his own, he replied, "I have enough, and am determined that all my brothers and sisters shall be satisfied."

We may here conveniently give some account of the claims made frequently during the 17th and 18th centuries, and later, that Uttoxeter people lived longer than those elsewhere.

LONGEVITY IN UTTOXETER

Redfern refers at some length to the tradition that Uttoxeter, especially in the 18th and early 19th centuries, had inhabitants remarkable for their longevity. In recording these however, he only once mentions that it was a healthy town (p. 313 of 2nd Edn.) and that this was the reason for the longevity he noted.

He also said that during the visitations of the bubonic plague in the 17th century, Uttoxeter, unlike neighbouring towns such as Lichfield, Stafford, and Ashbourne, escaped the dreaded sickness. Yet, as Redfern quoted from the Parish accounts of the period about 1646, it was found necessary to build cabins for the isolation of infected soldiers. We read of the disastrous story of Eyam, the Derbyshire village which, despite the loss of five-sixths of its people, honourably took steps to protect the rest of the countryside ; this story was in 1827 related by William and Mary Howitt in a joint poem "The Desolation of Eyam".

Some doubts have been expressed about the justification of Uttoxeter's reputation for longevity ; streets were not always kept too clean, especially the Market Place (where the animals for sale stood loose) ; and although Uttoxeter even in 1760 had a good supply of water from springs at Bramshall, earth closets were to be found even in the better-class houses.

The Parish employed "night-soil" men and carts until real sewage and drainage works were laid down between the Churnet Valley Railway and the fields alongside which the present by-pass road was constructed in the early 20th century. Both scarlet-fever and diphtheria epidemics occurred in the 1860's. Redfern, who lost some of his own family, mentions that the drainage from Stone Road was taken by pipes laid across Tinker's Croft to the Hockley. (These pipes were still in situ when gardening and building operations took place when Oldfields Road was made). The drainage was discharged into the Hockley Brook ; no doubt many older inhabitants can recall the pollution of the brook by the tanyard at the bottom of Pinfold Lane and below the Milk Depot near the Railway Station.

It may well be, therefore, that many persons in previous centuries put on record as living to a great age did so because they were tough survivors, whose younger relatives succumbed to the unhygienic conditions.

For example (though this was not in Uttoxeter) Samuel Pepys wrote in his Diary that eleven children were born to his parents between 1627 and 1641 ; of these only himself, one sister, and one brother were alive in 1670.

To get an accurate idea of aged Uttoxeter people we should also hear of those among their relatives who died earlier. Still Redfern listed a number of Uttoxeter men and women who reached an unusually advanced age ; most of these are confirmed by entries in Church registers ; others were recorded by Sir Symon Degge's son, who was a medical man in Derby. Sir Symon himself died at the age of 92 ; in his notes written in the margin on p. 313 of his copy of Plott's "Staffordshire" he had stated, "I had seven brothers and sisters all living not long since, the youngest being 60."

Before that, in 1619 John Archbold (vide memorial in Uttoxeter Church) died at the age of 103. In 1702 three women died aged 103, 126, and 87 respectively. In 1726 five persons were buried, one woman aged 94, another 83, one man aged 81, another aged 87, and another man called "young" at 68. In 1814 Samuel Bell died at 86, John Hill at 90, and Mrs. Hill the same month at 86. Redfern wrote that he remembered one man aged 80 who walked without a staff ; his wife after 63 years of married life, died at 85 ; their daughter was then alive at 60. Mary Blood, of Spath, according to Redfern, died "a few years since" at the age of 106. A tombstone in Uttoxeter Churchyard was engraved, "Mary Powell, who died at the age of 132". One cannot help wondering how far this tombstone record is authentic ; such an age as 132 is most exceptional ; it could be that Mary Powell herself exaggerated her age (as some old people do), and that her age was accepted without confirmation. On the other hand, perhaps she really was 132, as she or her relatives who erected the tombstone seem to have thought it quite correct. Redfern says that he actually knew a Mrs. Adin who died at 97, Mary Hodgkinson of 'Tinkers' Lane (Stone Road) at 95, and John Ault who was buried in 1861 aged 96.

In 1836 John Crossley (whose headstone still stands by the west door of the church) died at the age of 100 years and eight months ; he had lived at the farm at the corner of Derby Road beyond Fryer's Garage on the way to the by-pass ; it is still sometimes referred to as the "Old Turnpike" for the previous main Derby Road took a long sweep (still traceable) northwards, veering round to meet the present main road where Crossley's old house stood. The name of this Centenarian was preserved until recently in "John Crossley De Ville" Veterinary Surgeon of Uttoxeter, who was born at Noah's Ark Farm, next beyond Crossley's farm. Another stone in the Churchyard recorded the age of William Orpe as 104, and in 1867 Mary Smith of Bradley Street died, aged 100. Another native of Uttoxeter, James Alkin, a descendant of the Alkin family which can be traced to the early years of the 17th Century, died at Pendleton in 1878 at the age of 102. Redfern also knew of a shoemaker, whose shop stood on the site of Messrs. Wilkins and Thompson's Offices in Carter Street, who died at the age of 100, who had made a pair of shoes after he had reached that age, and had put them on show in his shop-window.

Lastly Redfern remembered Stephen Udale of Bradley Street, staymaker ; he had been married for 72 years, and he and his wife died within two days of each other, both aged 91.

As we have remarked earlier, we do not know how many relatives of all these persons had died at earlier ages, but the list is certainly impressive, for there were few hospitals and no National Health Service at that time.

Even at the present day there is still some pollution of streams ; many residues of various chemicals can find their way into ditches and streams, and farm "slurry" is not wholly used to fertilise fields without some escape ; it is only recently that it has been realised how poisonous the liquid draining from "silage" can be.

However, we still hear from time to time of centenarians, though Uttoxeter cannot claim an exceptional share of them.

Yet recently Mr. Vernon, of Checkley, attained the age of 102. We must reject the idea once prevalent, that one should live in Uttoxeter in order to become a centenarian or nearly so.

We may also record two events regarding transport which occurred in the first part of the 19th Century. It is remarkable that Redfern wrote a full account of the construction and opening of the Cauldon Canal from Froghall down the Churnet Valley to Rocester and Uttoxeter. He was born after this, but was in Uttoxeter during the construction of the North Staffordshire Railway ; one branch to Uttoxeter from Stoke joined another from Macclesfield to Uttoxeter via the Churnet Valley ; the line then proceeded via Marchington, Sudbury, and Tutbury to Burton-on-Trent and Derby, a junction being constructed west of Eggington.

Redfern made reference on some pages to the temporary increase in Uttoxeter population due to the many labourers employed in the district (vide pp. 310 and 311 of 2nd Edn.) on railway construction. (There were no bull-dozers or such machines at that time, so many manual workers were needed). As Redfern was an inhabitant of the town during all the railway construction, one might have expected a continuous story, ending in 1848 with the completion of the North Staffordshire Company's track-laying operations. It may be that he considered periodic references to these works, with mention first of the Dove Bank passenger station (traces of the original platform could be seen up to the time of the complete closure) and then of the second station just above the present Bridge Street Crossing. Later he described the construction of the larger passenger station where the triangular formation resulted. (This was recently altered by abandoning the line by which trains from Stoke could pass directly to the Churnet line).

We shall add more to this account after following and enlarging upon Redfern's story of the opening of the Canal ; mention has already been made of the impact on local trade which the canal and its various new works made. (vide p. 13 of Part VII of this work).

The great bridge on the Marchington Road spans the railway and brook, the roadway into the goods station, and gradually descends to the level of Wood Lane. In my younger days this bridge was usually referred to as "the New Bridge".

The North Staffordshire Railway could truly claim after many years that no passenger's life had ever been lost ; there had, however, been occasional accidents. I have a photograph of the derailment of passenger coaches on the link between

the main station and the Churnet Valley Line ; two persons can be recognised, the late Edward Sheldon (as a boy) and Mrs. Cockersole (nee Stokes) who happened to be near the place at that time ; there is also a record of a derailment at the junction near Egginton, where the Burton line branched from the main line to Derby ; this also caused no fatal passenger injuries.

Redfern also omits mention of proposed railways which were not actually constructed ; before the North Staffordshire lines appeared, a company was formed to promote a line from Macclesfield, via Cheadle, T'can, and Uttoxeter, which was to proceed to the South Midlands via Burton and Worcester. This would appear to have been quite a useful line, but (possibly owing to the very keen competition of other proposed lines) nothing came of the proposal. Indeed, the period around 1830 - 1850 had many similar occurrences, and was often referred to as the time of railway madness ; large amounts of money were lost when proposed lines were financed but never built.

The late Mr.S.B.Bamford more than once in the later years of the century, made plans for connecting the local North Staffs. line with the main London and North-Western Line at Rugeley, with a station at Abbots Bromley. However, this was never carried out, perhaps in part due to the rolling nature of the countryside.

Redfern also (surprisingly, for it occurred in his lifetime in Uttoxeter) omitted in his 2nd Edition any account of the ill-fated Stafford and Uttoxeter Railway. It was in December 1867 that the Railway was open for traffic, from the west junction at Bramshall via the tunnel, and stations at Grindley, Chartley and Stowe, Weston, Salt and Sandon to Stafford station. (Later another station was built at Stafford Common where the Stafford salt works promised plenty of traffic). Three passenger trains each way were provided on weekdays, and one each way on Sundays. The cost of the enterprise had included legal proceedings and parliamentary promotion going back to 1862 and 1865. It has been stated by some writers on railways in Staffordshire, that the project was encouraged by the Great Northern Railway, who (so it has been attributed to their Directors) expected that this small railway was certain to fail. If and when that should happen, they believed that the Great Northern Company would easily buy the whole as a going concern. Actually, it was

likely that both the London and North-Western Company (who owned Stafford station) and the North Staffs. Company (who owned Uttoxeter Station) might oppose the Great Northern attempt to gain control. The writers of the books to which we are referring gave no factual evidence to support this rather doubtful story. It is true also that the new railway company, whose original capital was provided by Stafford and Uttoxeter tradesmen, had only just managed to survive the Parliamentary troubles, and had all along found expenses on land, labour, and tunnel building more than had been estimated.

However, the opening we have noted did raise the hopes of final prosperity, and permission was obtained from Parliament to raise further funds by issuing debentures.

The railway then had funds to buy two engines for their own use ; (up to that time locomotive power had been provided by the contractors, Messrs. Brassey and Field, of Stafford).

Of these two engines, one was named "Shrewsbury and Talbot" ; (the Earl had given the venture encouragement and support, and part of the route passed through his estate). This engine was a 2 - 4 - 0 ; the second was named "Ingestre", after the Earl's great house at that place ; but the "Ingestre" was bought second-hand from the North London suburban line ; it was of the 0 - 4 - 4 type and a "saddle" tank. The Directors were supported in their efforts against "London and Northwestern" and "North Staffordshire" Companies by tradesmen and agricultural interests in Derbyshire and Staffordshire, especially around Derby, Ashbourne, Burton, Uttoxeter and Stafford.

The Directors struggled on despite their difficulties ; at one time consideration was given to the possibility of constructing a branch line to Abbots Bromley, terminating near the Lichfield road area near Bromley Wood. This project never materialised, perhaps fortunately for the debenture holders.

Still, it appears from records (many in original at the Salt Library, Stafford) that the Stafford - Uttoxeter line equipment only consisted of seven carriages and one van, and by 1878 it became clear that the Company had little hope of ever being a success, and in that year a Receiver was

appointed ; the original shareholders had never received any dividends. So that in the end, whether they had foreseen correctly what might happen, or not, the Directors of the Great Northern Railway decided to buy up the whole Stafford - Uttoxeter Railway ; the price agreed was fixed in 1881 at £100,000, considerably less than the line had cost. It is perhaps not very widely known that the Great Northern plan was not merely a pipe-dream. From Grantham on the main line from Kings Cross to York, the company had already a line leading westward through Nottingham Victoria Station to Derby at Friargate ; thence they had their own line into Burton, and running powers over North Stafford metals to Uttoxeter and the West junction at Bramshall. Their hope was that now they might pass through Stafford and Shrewsbury into mid-Wales, and eventually open the way Westwards to the Welsh coast ; one part of this plan was to obtain a port from which they could reach Ireland, and even the Atlantic coast of the United States of America. Probably the two great World Wars, and the great opposition by the London and North-Western Railway, also by the Great Western Railway, finally brought about the closure of the Great Northern line from Bramshall to Stafford. The possibilities envisaged by the last-named Company included mineral and manufacture traffic from East to West, coal, salt, and stone of various kinds, and considerable carriage of live animals and milk.

For a number of years a train picked up over 100 churns of 17-gallon capacity from Grindley and other stations seven nights every week. Yet it was found impossible for the line to survive the amalgamations of 1923, and the later closures of many branch lines. Though the line was used by the War Department in connection with the ammunition depot at Bramshall, there was no passenger traffic and (except for a short length from Stafford to the new R.A.F. Maintenance unit a short distance eastwards) the whole line was disused. The metals were removed in 1953.

While we are discussing this failure of a once promising project, it may be of interest to describe another such plan ; one which was connected with the railway, and which is apparently unknown even to many local inhabitants.

It should be noted that where the old west junction at Bramshall gave access to Stoke in one direction, to Stafford in another, and to Uttoxeter, Burton, Derby and Nottingham in a third, the lane crossing the line at the bottom of Loxley Bank gave transport facilities by road in several directions.

There is also the upper course of what reaches Uttoxeter as the Hockley Brook ; it flows not many yards from the railway.

One inhabitant of Bramshall in the eighteen seventies and eighteen eighties had enough imagination to think what all these circumstances could do for the chief produce of this area, namely milk.

Rail, road, and water, easy access to coal mines, these were the essentials for a successful dairy factory. But the man in question, the late F. E. Richardson, of Holly Grange Farm, could not persuade others of the feasibility of his project, and the factory was never built. When one looks at the various milk depots in the district in 1973, it is indeed noteworthy that the possibilities were already being considered nearly one hundred years earlier ; but I believe that this is the first time any public reference has been made to Frank Richardson's plans. He was directly descended from the Richardson of the same farm whose complaint was against the soldiers billeted (vide p. 36 of Part IV of this work) on him after the surrender of the Scots army at Uttoxeter in 1648.

It has been suggested above that Frank Richardson's scheme would have required supplies of coal from sources available in North Staffordshire and elsewhere. It was recognised by some well-to-do inhabitants of Uttoxeter that a local coalmine would be a great asset to the district, and they were encouraged in this by a report made by a scientist. He gave his opinion that with coalmines at Cheadle and Foxfield on the north, and at Cannock on the south, there was a likelihood of the land between these having layers of coal. Under the leadership of Mr. Orton Tibbits a shaft was sunk on his property near Willslock in March 1872, but no coal was found and the plan was abandoned, and the capital of those who took shares was lost.

The hope of finding coal in the district was revived, however, in June 1875. Boring began at Mill Lane, near Gratwich and Burndhurst Mill. But after the work had reached a considerable depth by September, no sign of any coal measures was found, and again the search was stopped, with some loss to the promoters. Had coal been found, it may be safely stated that the whole appearance of the rural neighbourhood would be very different at the present day ; perhaps in some respects this could not be regretted, though naturally some advantages might have accrued.

We have referred above to the building of the Uttoxeter branch of the Trent and Mersey Canal, known as the Cauldon Canal because it enabled limestone and other minerals to be transported from Cauldon via Froghall to the canal leading to Hanley and Stoke. The first proposed extension to Uttoxeter was made in 1786 ; this was ten years after Parliamentary authority had been obtained for the canal and a tramway for the Cauldon quarries, which thus had transport facilities to Stoke and Hanley.

There was considerable activity in engineering work of many kinds in England at that time, dating back to the work of Thomas Telford, who himself carried on some of the canal building of James Brindley (1716 - 1772), the constructor of the Bridgwater Canal in 1755, which was taken over the River Irwell by a famous aqueduct. Telford finished the Ellesmere Canal in 1800, and was able to improve the Holyhead road (now the A 5) by taking the great Suspension Bridge over the Menai Straits. (It will be recognised that his name has now been given to one of the important new towns along this route). He also began joining the chain of lochs which now form the greater length of the Caledonian Canal in 1803, though the whole passage was not completed until twelve years after Uttoxeter celebrated the opening of its canal. There seems to have been some delay in the extension from Froghall to Uttoxeter, for Parliamentary authority had been given in 1797, yet the actual work was not begun until 1802 ; this can be gathered from an advertisement in the Derby Mercury inviting tenders, and the canal did not reach Oakamoor until 1808 ; this part of the waterway had to be brought there by making a tunnel just above Oakamoor. The Churnet valley enabled the work to proceed at a better rate, and Alton was reached in 1809 ; still, it was not until September 1811 that Uttoxeter could celebrate "with every demonstration of joy which the inhabitants of the town and neighbourhood could desire." These words are taken from an account which has been reprinted several times, the latest being by Mr. R. Smith, Secretary of the Heath Church, in the Uttoxeter "Parish News", October, 1973.

The owners of the Canal had invited a number of friends and prominent inhabitants to be taken in "two elegant pleasure boats" (as the old writer had expressed it). There were other boats or barges available and the chief one, we are told, was the "Prince Regent", later King George IV.

The route of the canal lay from the basin (still to be detected by the surface of the land) and a wide dry hollow area in my boyhood, under the Ashbourne Road as far as the Parks, where the canal kept its level by crossing Tean Brook by a large cast iron aqueduct. (The old writer termed it "beautiful"). The way then led from Spath under a high-pitched bridge on the Stramshall road and so continued along the line of the Churnet Valley Railway to Combridge and Rocester. I have twice had evidence of the solid construction of the towpath ; once when I was planting an orchard at Combridge I had hard work in excavating planting stations on the site of the old towpath, where I found light gravel on the top, with masses of extremely large stones below. The contractors had carried out their work efficiently and there could have been little risk of such an embankment giving way, and there were signs of clay forming an impervious lining to the bed of the canal. The second occasion on which I found similar signs of a well-made towpath was when a number of houses were built at Denstone on the west side of the (now-disused) Railway Station.

Eventually the celebrating guests reached the weir on the Churnet, the site of the present-day Waterworks at Crumpwood.

The old account tells of the 300 employees of Mr. Briddon's cotton works who "attended" ; it does not appear that they "partook of a cold collation" though the 150 guests did share in a feast "provided in superior style by Chamberlain and Garle, of Uttoxeter. The cloth being drawn, several toasts and sentiments were given by the Chairman, H. Webb, Esq. Among the songs was one written for the occasion by Mr. Goodall (I have been unable to get a copy) and sung with great effect by Mr. Clark and others."

The party returned to Uttoxeter about five o'clock, and others had their turn in the festivities, for we read that : "bonfires were lighted in the Market Place ; two sheep were roasted and distributed to the Poor with a suitable quantity of bread and ale."

It comes as an anti-climax when we find only 37 years later that the building of the North Staffordshire Railway provided much better means of transport to and from the town than the Canal could ever have done.

In my own boyhood, not only the large Canal warehouse (then the Stay Factory) but the name "Dockyard" Farm, the empty basin where barges once floated, the whole length of the Canal holding water on which we skated after severe frost, but filled with many water-plants during summer, all these still remained in 1900 to show what the Canal had been. Finally, I recall the loud explosions which occurred when dynamite (my first knowledge of this) was used to break up the "beautiful" aqueduct over Tean Brook into manageable portions sold for "old iron".

Obviously our next point in history must be the coming of the two North Staffordshire branches to Macclesfield and Stoke in 1819 and 1848.

We have elsewhere remarked on the omission by Redfern of the story of the beginning of the North Staffordshire Railway, though this took place after he came to live in the town. (We have also noted that he did give a full account of the opening of the Cauldon Canal, and its influence on Uttoxeter trade, although the canal was completed before Redfern was born.)

It would seem that Redfern either considered the opening of the Railway would already be well known to his readers, or that he had not compiled a dated list of the various stages of the line.

But he does refer from time to time to the two first stations, one at Dove Bank Crossing for the Churnet Valley Branch, the other being situated just to the west of the Bridge Street Crossing and beyond the New Bridge.

We will relate the story of the line from its inception. Just before the middle of the nineteenth century, England became infected by what has been called the Railway mania. Following Stephenson's successes at Stockton and Darlington, also between Liverpool and Manchester in 1829, numerous railways using locomotives were planned, frequently in conjunction with canal companies. Carriage of heavy minerals, such as coal, iron ore, or limestone to many of the industrial areas, apart from passenger transport — all these led to expectation of great financial profits, and despite government regulations, far more railway companies than were required came to be projected. Hence the term railway "mania".

When we consider the improved transport and trade of Uttoxeter with the construction of the Cauldon Canal, it becomes clear that the carriage of passengers could be taken away from many horse-drawn road vehicles, and some heavy transport from canals. It is not surprising, then, to find that the early promoters of a railway system which would connect the Pottery towns to all parts of England were men who already had an important interest in canals ; indeed, in a few cases there were proposals (as at Cauldon Low and Frogghall) that a railway, or tramway, should be constructed to bring traffic to the canals.

However, especially under the leadership of John Lewis Ricardo, a final scheme was made for a railway from Macclesfield via Stoke to join the two lines which later formed the London and North Western Railway ; this would give the Potteries a link with Stafford, Birmingham and London. The plan also included a Churnet Valley railway via Uttoxeter to Burton and a link with the Midland railway from Willington into Derby. There was also to be a line from Stoke to Uttoxeter, and so to Derby and Burton.

Ricardo, in his capacity as M.P. for Stoke, was influential in securing all the Parliamentary authority required, and the company was legally formed in 1845 ; this, the real "North Staffordshire Railway" (a name which was shortened from "The North Staffordshire or Churnet Valley and Trent Junction Railway") had become an established Company, with capital of nearly two and a half million pounds ; shares were issued at £20 each. Ricardo also foresaw that there might be opposition from the Trent and Mersey Canal, for the railway lines which were to be built by the North Staffordshire Company would enable coal and other heavy minerals to be carried more speedily to industrial centres in the Midlands and to London. He was able to get the shareholders of the Canal Company to agree to lease long distances of the canal (this included the Cauldon and Uttoxeter connection) to the Railway. Ricardo's agreement was reached in 1846, even before the building of the new railway from North Rode down the Churnet Valley to Uttoxeter, and of the line from Stoke to Uttoxeter had begun. The Churnet Valley line was in places laid on the now disused bed and towpath of the canal, which thus served Uttoxeter for only 37 years.

Contracts for the Churnet Valley railway were made with Treadwell Bros., and for the Stoke to Uttoxeter Branch with Messrs. Price and Leishman. It should be recorded

that the North Stafford directors in January, 1848, set aside £500 "for the spiritual improvement of the workmen". As most "navvies", as they came to be called, were Irishmen, one may be permitted to speculate on how this sum was shared out. I can recall old inhabitants of Bramshall, whose parents were alive in 1848, telling how every cottage provided sleeping accommodation for the navvies, and certainly one inn was given a licence to provide for their refreshment.

The line from Stoke to Uttoxeter was completed, despite considerable difficulties over underground water at the Meir Tunnel, by August 1848. The Churnet Valley Line, with two tunnels (at Leek and Oakamoor) and much work over deep cuttings, was not ready until the next year. It is interesting to note the part played by horses, especially where the earth excavated was not wholly needed to raise the level of the line's lower lengths. There is a good example of this near the series of bridges between Leigh and Bramshall on the Stoke line ; the piles of unwanted earth can still be seen today. It is on record in the working of the contractors on this line (Messrs. Price and Leishman) that their 600 navvies used 400 waggons, 490 barrows and 100 horses. The number of "horse" barrows is not stated ; these were large barrows filled at whatever level the floor of a cutting had reached, and hauled to the upper edge of the cutting by horse power ; the work of guiding such a heavy load upwards was entrusted to the strongest of navvies ; planks were laid up to the top of the cutting where a horse was harnessed to a rope which passed over a pulley. The bottom end of the rope was attached not only to the barrow but to the belt of the guiding navvy. If the plank way became slippery (as it often did) the man endeavoured to keep the barrow on course, while the horse driver at the top kept a tight control on the animal, which soon became used to the work.

After tipping the load at the top of the cutting, the navvy descended with the barrow trailing behind him, while the horse took the strain of the descent.

It is easy to understand that accidents did occur, but the men could usually fall without serious injury.

In his book "The Railway Navvies" Terry Coleman states that in excavating the 2½ mile Tring Cutting to a depth of 40 feet, only one fatal accident occurred.

The lines onward from the junction of the Stoke and Churnet Valley branches were laid as they remained until the Tutbury Jenny, as it came to be called, ceased running to Burton-on-Trent, while the branch leading to Derby Midland Station joined the main Burton - Derby line at Willington as it does to-day. To meet the convenience of passengers, three stations were provided at Uttoxeter ; as we have seen above, Redfern did refer to the Dove Bank Station for passengers alighting from, or joining the Churnet trains ; he also mentioned the station for similar purposes to the west of the site of the present signal box and crossing at the bottom of Bridge Street ; the third station was built where the Churnet and Stoke lines joined near the present race-course.

Later it was decided to make two important changes ; by 1881 a sharp curve was constructed so that trains could pass from the Stoke line to join the Churnet line near the site of the present industrial area east of Dove Bank, and a single station was built within the triangle of rails thus provided ; the earlier three stations were thus demolished ; it was also found that by building a long wide bridge over Brook Road goods yard entrance, and railway, all communications were much better ; this large bridge was usually called the "New Bridge" by elderly people in the town in my boyhood. Redfern noted (p. 311, 2nd Edn.) that the census of 1881 included a "large body of navvies and other workmen . . . employed in making the new line and all other works for the new railway junction."

Redfern, taking it for granted that his readers would know all about these "other works", described an entirely new station with four platforms and a footbridge over the four lines. This footbridge was later covered in, and remained until the alterations by which the Churnet line and two platforms were demolished, and the engine shed which once accommodated up to eight engines also closed down.

On p. 310 Redfern also recorded that when the original Churnet line was completed, navvies constructed a line to the old canal warehouse (then a cheese store) and this line was later taken up. He might have noted that a special siding provided a better supply of coal to the gasworks ; this line was also abandoned and was not replaced until about 1900. Now, with the complete ending of the Churnet line, this second gasworks siding has also gone. One reminder of what could be seen still remained on the parapet of "Povey's

Bridge", in the lane leading from Park Street to a field which once was noted for the Pennycroft Well. On this parapet was cut a fine outline of the old gas-works, but when I asked the railway company to preserve the stone as a historical relic, it was found that vandals had pushed it down on to the level of the dismantled railway. The view of the old gas-works is surely a relic of old Uttoxeter which ought to be preserved, small though it may be, for it was by Taylor of Slade Lane.

Other reminders which might well be retained are the site of the goods station, the small piece of ground acquired by the railway from ground which originally belonged to the town meadows ; this is still to be seen on the opposite side of the railway from the present race-course. Readers no doubt may be able to suggest other desirable evidences of Uttoxeter's former transport facilities, such as rights of way along former railway tracks.

A few items of general interest on railway matters deserve mention. Thus, even in the middle of the 19th century, the North Staffordshire Railway connections from Macclesfield, Congleton, and Stoke, enabled trains to pass through Stone directly to Stafford, or to Rugby via Rugeley and Lichfield. Despite primitive locomotives it was possible to leave Stoke at 8.0 a.m. and arrive in London at 1 p.m. Trains from Crewe and Stoke to Derby or Burton numbered five each way on week-days, and two each way on Sundays. They were not exactly fast, for 55 minutes were allowed by the time-table for the 16 miles from Stoke to Uttoxeter ; this, however, included a stop at Bramshall station, where traces of the old platform could be noted up to about 1900. The risks taken by investors in proposed but unsuccessful projects can be illustrated by the cancellation of the Derbyshire, Staffordshire, and Worcester line ; this was expected to reach as far west as Hereford, passing through Kidderminster ; offices were actually opened at 21 Cornhill, London, and shareholders were called upon for £1 per share ; (they had already paid £3 : 2 : 0 per share). It seems that the plan was not carried through, and one assumes that the money was lost. Construction costs may be illustrated by the expenses of constructing the branch line to connect Rocester with Ashbourne after the main Churnet line was finished. The branch was only a single line, except at Norbury and Clifton stations, yet the cost worked out at £13,000 for the 6½ miles length.

The North Staffordshire Railway, like all such enterprises, has given rise to various legendary tales. One, certainly

apocryphal, told how a N.S.R. tank engine, 0-6-0, took the 9-15 a.m. L.N.W.R. express from Stoke to Euston on time when the famous L.N.W. engine "Charles Dickens" broke down. How enough water could be taken up the legend did not say, though the story closed with a report that the N.S.R. tank never worked again. By way of contrast there is a true account of an unfortunate incident on the Churnet line ; this told how the last train into Uttoxeter one night reached its destination without a guard — he had delayed his hop into his van so long that he was left on the platform — I am not sure whether at Alton or Oakamoor.

In such a large number of men, who worked even for a small company, one was bound to find a few eccentrics, or even outstanding characters.

The genial head of the telegraph section, the late much-loved Colin Roberts, used to travel on the 8-30 a.m. train from Uttoxeter to Stoke, and there are well-authenticated tales of how the engine driver, not having seen him on the platform, prepared to halt at Uttoxeter West signal box if he saw Colin Roberts coming down Bridge Street.

Three other regular passengers on this train were the late Edwin Wedgwood, G. Reeve, and his son Henry Bishop Reeve. The Reeve home was on Balance Hill, and the station could be reached by the path over Bank Close. Edwin Wedgwood was greatly amused when the elder Reeve and his son were often forced to hurry to catch the same train as C. Roberts. Now Edwin was a clever artist, and one morning (there had been a narrow squeak of train catching the day before) he handed round the carriage a postcard, on which appeared a speaking likeness of the elder Reeve, carrying a Dutch oven, in which a row of bacon rashers and sausages were cooking, while son Henry followed him with a slice of bread on a toasting fork ; in the background stood the train with the guard gesticulating, holding his flag ready to wave the "right away" signal as soon as the Reeves were safely in their seats.

The late Tom Mellor, foreman porter at Uttoxeter station, was often clearly heard in the Market Place when the wind was favourable, announcing "Sudbury, Tutbury, Burton and Derby train," for he had a really powerful voice. Doubtless some older readers can tell similar stories.

After amalgamation with the London, Midland and Scottish part of British Railways in 1923, the North Staffordshire gradually lost its identity, and further reductions have led to the present position ; there is now no Churnet line, no Churnet platform at Uttoxeter station, and only up and down platform on the Crewe - Derby line ; there is no direct communication with Burton, Stafford, Leek or Ashbourne ; nor can it be claimed that local travel facilities are really better, though travel to Crewe and Manchester, Liverpool, Derby, Leicester, and London, is certainly faster and usually more frequent. There is general agreement that local public transport has not entirely made up for what was lost with the closed parts of rail transport.

We will now return to the notice, made previously, of the development of the dairy industry in the Uttoxeter area.

Redfern (p. 364 of 2nd Edn.) gives an account of butter production and storage as early as the Stuart, if not the Elizabethan period. The butter trade was the subject of legislation under King Charles II ; cheating by topping up the butter pots with good butter, while the lower parts contained inferior or even bad butter, was condemned by law. The butter pots were made chiefly at Burslem, rough red clay being used. Plott's History of Staffordshire states that they held about 14 lbs. He also said that cheese merchants from London had a cheese factory here and employed a surveyor all through summer ; they were also stated to have spent as much as £500 on a single market day on dairy produce alone. We know, from items in wills, even in the early Stuart period, that cheeses were made by farmers and that in some cases (e.g. Walter Pixley of Bromley Wood) special store rooms for cheese existed.

What the factory mentioned was like, how it was supplied and organised we do not know ; however, there are legends that when Mary, Queen of Scots, was imprisoned at Chartley, (incidentally, this seems to have been at the old Chartley Hall, and not actually at the Castle) she was supplied with butter from Uttoxeter. In 1644 the garrison of Tutbury Castle was supplied with five pots of butter, valued at 12 /-.

There is no doubt that both cheese and butter were made, usually by "milkmaids", at all local farms ; this continued from the 17th Century down to 1818, when Lord Talbot was

petitioned, as holder of the manorial rights, to allow three cheese fairs to be held in Uttoxeter Market Place free of tolls. These cheese fairs continued down to the early years of the 20th century ; I have seen carts and farm vehicles of all kinds backed up to the pavements round the Market Place, laden with cheeses. These were the products of months by the farmers, and numbers of wholesale buyers from large cities could be seen tasting the cheeses by means of a small metal tool. Many shop keepers of that period were listed as maw-skin sellers ; i.e. they sold extracts from the fourth stomachs of calves. At one time the actual calf's stomach was cleaned, salted and dried. When the milk was ready for coagulation, this maw-skin was treated with salt and water and rubbed hard for some time before adding it to the milk, the temperature of which was kept at about 85° F. The curd gradually separated from the whey and after the whey was drawn off, the curd was gently broken up and then heated, which rendered it firm enough to be cut into slabs and passed through a grinder. The result, rather like fine damp sawdust in appearance, was salted and placed inside a coarse cloth in a round wooden vat, fitted with a movable metal collar. Sufficient curd was put into the vat to reach a level above the loose collar, and the whole was then "pressed" by a machine with a strong wormscrew. This removed the last of the whey and the cheese was left to be pressed for a day. It was then in the typical round shape, and after rubbing with salt the outer crust became hard. Further pressing for a day or two followed, and the cheeses were taken into a store-room. Often these store-rooms were the attics of the farmhouse, with hard plaster floors ; these attics have been known to continue to be the sleeping chambers of farm servants ; the cheeses, usually slightly acid with the residue of rennet, continued slowly ripening for some months, and were turned over regularly, at first even daily, to prevent swelling. The quality of the cheeses depended on many factors ; the type of the land, also of the grass, which was considered most favourable in dry late summer or autumn, the percentage of cream, the addition of a small amount of old, acid curd, the complete separation of the whey — all these were considered by the expert cheese maker. I have known farms where the daughters of the family were really expert, and their particular cheeses were eagerly sought after by professional wholesale merchants. Local Cheese buyers often kept special warehouses for cheese storing ; the old canal warehouse (now enlarged and used as the stay factory ; and buildings in Bradley Street and Bridge Street were others.

At the present day, when hundreds of gallons of milk are used to make cheese in factories with modern apparatus, cellars under the Town Hall have been cheese stores, and few, if any, cheeses are made at farms. One of the last farms where this was done was at Grindley, where the Deaville family cheeses almost monopolised prizes at Staffordshire County Show, and were eagerly sought by town buyers.

Although many districts in England are connected with the making of certain types of cheese, the large modern factories, by employing varying methods, can produce almost any type of cheese, and the old cheese fairs have long since passed out.

In Redfern's time the old processes of cheesemaking (and butter making) were gradually transferred from farms to dairy factories, and Lord Vernon especially encouraged this transfer ; the buildings at Sudbury Station which he sponsored can still be seen ; "Sudbury" butter became a well-known product, even in London. With the facilities provided by railways, and with the inauguration of a daily system of forwarding milk in large 17 gallon churns to individual retailers in London directly from the farms, milk production for which the district had long been famous, was greatly encouraged ; so that now the many small factories which were set up have been amalgamated, and Uttoxeter and Fole are now centres dealing with many hundreds of gallons of milk daily, collected in smaller churns of 10 or 12 gallon capacity, easily handled by one person, or lately in milk tanks.

These large factories are capable of producing any milk product needed ; unsweetened or sweetened condensed milk, milk powder, various types of cheese, and uniform grade of butter are all dealt with, in addition to bottled milk, pasteurized and so forth.

Payment is now controlled by the Milk Marketing Board, and farmers as well as consumers have reaped the benefit of these reforms, which are far more hygienic than anything known in the mid-nineteenth century. To take only one example, it is now almost impossible for the spread of phthisis to be attributed to the milk supply ; and modern milking machines can convey milk into tanks without risk of infection. So too, improvement in supply of drinking water for the dairy herd has removed another source of disease.

Pollution, however, can still need attention, particularly with the increase in the use of chemical warfare against pests of all kinds, including harmful fungi and weeds.

It would be no exaggeration to state that the whole business of modern dairy production is a most important asset for Uttoxeter.

Other important industries which have developed since the mid-nineteenth century are Messrs. Bamfords Leighton Ironworks, and Messrs. Elkes Biscuit Factory. But before relating the history of these, we may record two local activities which began earlier and have since become less widely spread or ceased ; these are the brickyards and building operations. Clay beds were laid down by the ice ages long ago, particularly in the Heath area.

Brick making has been noted in previous pages, and the traces may still be seen extending from where the by-pass enters the New Road down to the area adjacent to the town side of the Biscuit Factory. The excavations were especially notable on the Heath ; indeed, at one time the present Hermitage was an inn known as the "Brick-makers' Arms" ; brick-kilns stood alongside the New Road as far as the present Grange Road until the early years of the 20th century ; there was a busy grinding unit just above the Limes, and the ups and downs of the new council estate by the Ashbourne Road, the low lawns at St. Mary's Mount, and low places in other areas bear witness to the old clay excavations. So do names such as "Brickyard" Croft where the Heath School now play football. There was one kiln even on the land behind Messrs. Fryers' Garage, which belonged to Mr. George Ward, a relation of Mr. Isaac Ward, whose Building Firm was established in Carter Street, and for many years later on maintained large premises, now wholly disappeared, on the west side of Stone Road, once known as Mount Pleasant. Here were wood-working machines, a large mortar-making machine worked by horse-power, drawing offices, and other buildings. In addition to local contracts (a stone with inscription I.W. opposite the Stone Road entrance in Carter Street still remains) Messrs. Isaac Ward and Sons undertook important contracts in other counties.

Lichfield Grammar School was also one of their contracts, and they also undertook some work in the Gladstone Memorial at Hawarden.

One remarkable employee was the late William Statham, the eldest of a well-known family of bricklayers. He could keep three labourers serving him as fast as they could with bricks and mortar. He was also one of the old football characters of the "Townies" (Uttoxeter Town F.C.) when their ground was behind the "Hope and Anchor", a field occupied by the Pattinson family of the "Wellington Inn." Uttoxeter Town had many famous contests in local leagues against Tutbury Town, Ashbourne Town, Hanging Bridge, Rocester, and other teams.

W. Statham was one of the finest amateur centre-halves in the Midlands, and might have been signed by Aston Villa, then the greatest English soccer team. But he arrived in Birmingham for a trial after celebrating his choice rather unwisely. Still, he won medals enough to satisfy any athlete, and for years was talked of long after he hung up his boots.

Other famous "Townies" were C. Taylor, L. Murray (both played later for League teams), E. Fletcher, A. Prince, C. Cox, and W. Ford.

In their contracts outside Uttoxeter, Isaac Ward and Sons seem to have been following another Uttoxeter man, Samuel Critchlow, mentioned by Redfern on p. 385 (of his 2nd Edn.). The directory of the period (mid-nineteenth century and onwards) calls him (1850) a stone-mason of Silver Street ; but a later edition (1872) gives J. Critchlow and Son, builders, Church Street, and Redfern on the page quoted writes of "the late Mr. S. Critchlow."

Redfern also writes of him in a rather indefinite way as having built "Heanor Church in the Early English style, under Messrs. Stevenson and Robinson" ; we cannot tell whether the last-named firm were Architects, or Contractors, who may have engaged Samuel Critchlow as a Stone-mason.

In fact, nearly all the works attributed to Critchlow by Redfern are said to have been "executed" *under somebody*,

who could have been architects or building contractors, or both. Thus, we find "The Lonsdale Memorial Church at Lichfield, except the Tower, under Mr. Fowler of Louth". (Such a church never existed). Again, "St. Paul's, Burton-on-Trent, at a cost of £25,000, the gift of Mr. Bass, M.P., under Mr. Seal of Doncaster." He built a new porch, south aisle and organ chamber to Blythfield (*sic*) Church, under Mr. Street ; under the same architect, he added a new chancel in Early English, to Tutbury Church, and restored the west end and nave.

I have tried to discover exactly what part Samuel Critchlow took in all these ; Redfern certainly gave him credit for contracts which he could not have undertaken ; however, we may conjecture that as a skilled stonemason, Critchlow had a share in some of these church buildings.

It would appear likely that Samuel Critchlow was a skilled stonemason who was employed to "execute" architectural work under contractors or architects. (Mr. Shaw, stonemason, of Messrs. Ward and Godbehere, was recently engaged on such work for the new Coventry Cathedral under the architect Sir Basil Spence.)

The later directory entries suggest that S. Critchlow (or possibly his sons) moved to premises in Church Street large enough for a builder's yard.

Redfern also mentions another Uttoxeter builder, Mr. Perks, whose work may still be seen in the "Crescent" in Bradley Street, and there, according to Redfern, he built a deep culvert leading through Silver Street taking water from what was formerly a pond there. When the Charity Committee under Lord Waterpark decided in 1849 to re-build the Lathropp Almshouses in Carter Street, Mr. Perks carried out the work, and the recorded details of what happened during or about the time are now amusing, though in 1849 they were serious for certain persons. The minutes of the Charity Committee tell us that Lord Waterpark, as Chairman, presided over Rev. C. F. Broughton (Vicar), T. C. Sneyd-Kynnersley, Dr. H. Taylor, Mr. Carrington, Mr. Phillips, and Mr. Joseph Bladon ; Mr. Fradgley, architect, also was called upon to make plans for a water supply. Visitors to the Almshouses will know that at the present day there are

some flower-beds and a considerable area behind the houses, with various old buildings surrounding the space. It is noted in the minutes that a Mr. Thomas Phillips (the 1850 directory gives his address as Balance Street, malster and woolstapler) had erected a pig-stye on ground belonging to the almshouses, and he was ordered to remove it. He had also made a pathway from a privy into a garden belonging to the almshouses ; he was ordered to stop up this, and to build up the doorway between his land and the almshouses garden.

The minutes for the next year (though this has nothing to do with the Lathropp Almshouses) put on record that the North Staffordshire Railway Company purchased charity land near the present Railway Station, and that Mr. Henry Chawner was accepted by both parties as valuer. This Henry Chawner lived at the ancient house at Houndhill, Marchington. Redfern records also that a former conduit in the Market Place was erected in 1780 by a Mr. Garner, builder ; old illustrations show that this was a taller, narrower building than the present conduit, which was designed by Mr. Fradgley. I can remember when a large cast-iron plate lay outside the conduit ; this was the platform on which carts stood to be weighed, the weight recording apparatus was inside the building. Later the efforts of the Vicar, Rev. H. Abud, and others, led to the addition of a bas-relief, a copy of Dr. Johnson's penance on the Lichfield memorial. The date of the penance is unknown, and the original date 1784 carved on the Conduit was actually the date of Johnson's death. The only clue as to the date of the penance is Johnson's own statement to his Lichfield hostess that it was fifty years after his refusal to take his father's place at the Uttoxeter Market Bookstall. It has been understood that the cause of his refusal was pride in his status as an Oxford University undergraduate. Johnson was at Pembroke College, Oxford, in 1727 and the date 1784 was altered (chiefly as a result of Rev. Father Buscot's research) to "circa 1777", i.e. "about 1777", fifty years after Johnson's stay at Oxford. (Vide pp. 2 and 3 of Part VI).

Some readers may have noted the small rosette decorations carved on the upper sandstone border of the Conduit. One is led to hazard the conjecture that this may have been

the work of Samuel Critchlow, whom we have described as a skilful mason employed on special architectural church buildings about the middle of the 19th Century.

It has also been conjectured that, as there was a spring of water at the spot, the whole open space of the Market Place may have resulted from the choice of the place by the earliest Anglo-Saxon settlers. The necessity for a water supply near to the high ground overlooking the flat marshy plain by the River Dove is evident. Though Uttoxeter's name is derived from the Heath, we have already noted that it is just possible that the Roman garrison at Rocester may have established an outpost on the high ground where the first Uttoxeter Church was built many years later, after Christianity had gradually spread northwards from Kent, or southwards from Celtic missionaries from the north-west. We cannot do more than speculate on the different possibilities. We do know from various sources that there was water at the south-east of the Market Place, and that animals for sale stood thereabouts in the open before the Smithfield was built in 1853/54. We know from various records and names that sheep were previously sold in the area near the present "Black Swan", and some old records state that near the site of the War Memorial there was once a figure of a pig, signifying that there the sale of pigs took place. I can remember the market "fairs" for horses being held in Balance Street, presumably because there was plenty of space for trotting horses up and down to show their paces and soundness.

Both Town Hall and Smithfield have been altered twice before reaching their present condition, and it is understood that further improvements have been planned for the Smithfield when settlement of the new local government districts of the County are completed in 1974.

This record of the Smithfield and marketing of livestock naturally leads to an account of local agricultural matters during the 19th and 20th centuries. We have already noted the gradual change from home cheese and butter making; Redfern refers (he had personal technical experience) to the skilful manufacture of various implements and vessels used on many farms before the changes which followed the collection of milk by factories and wholesale trade connections with city firms. What Redfern seems to have ignored was the progress towards a more scientific agriculture. The slogan of men who upheld the notorious "corn law" system was "Horn and corn"; this was in the early and middle years of the 19th century. There were fewer and fewer cornfields as the

years went by, chiefly owing to the increased supplies of cereals from expanding colonies ; the establishment in this area of permanent pasture and meadow ground is brought to our notice by the great number of marl pits still to be seen ; marling of land was known centuries ago, but was greatly increased when the demand for better grazing and hay-producing fields became stronger. (The use of marl for creating better turf pitches for cricket is still common).

I have read some interesting documents which passed between a landlord and a tenant-farmer on this matter. The tenant undertook, as a condition of tenure, that he would "marl" an agreed acreage at fixed periods. But I also noted that the landlord undertook to provide a man, horse, and cart to aid the tenant in the process. This may, of course, have been wholly due to the landlord's wish to aid his tenant ; (some landlords gave aid by making deductions on rent days). But the use of a landlord's man, horse, and cart, ensured that the marling was indeed carried out fully ; and improved meadow and pasture meant that future rents might well be increased, or at least that tenants could provide for their stock better than before.

There was also a great advance in breeding, initiated by Bakewell's work with Leicester sheep, and by Bates and others, including Bakewell, with the replacement of the older Longhorn breed of cattle by the "Durham" Shorthorns.

The earliest cattle exports to North American ranchers were Longhorns, and these could be seen for many years on the prairie ranches, though in present-day herds there have been wide changes, especially in the use of Hereford and Aberdeen Angus stock. George Eliot, whose family came from Ellastone, refers to the popularity of the new "Durham" breed in the novel "Silas Marner".

I have a record of what must have been one of the last dispersal sales of pedigree Longhorns in this district ; this took place at Newton in March 1848, and the herd had been owned by the "late Francis Shipley". The cows were said to have owed their high quality to their sire, "Daniel", a bull of pure Longhorn breed.

At the present day Dairy herds consist almost entirely of British Friesian and Ayrshire for "quantity" producers, while Channel Island breeds are more popular than formerly as "quality" prices can be obtained. The use of dairy herd calves (often Hereford crosses) for beef production and a more economic use of home-produced feeding stuffs has aided this change. Special strains of grasses and clover, and a wider use of silage and dried hay have also been important factors in agriculture. All these changes, and the increase in total produce from our fields, could not have come about without the replacement of horses by tractors, balers, and other machines. We shall see later that Uttoxeter has taken a great share in these changes. One effect, which perhaps escapes the notice of those who have had little direct experience in person, has been that the great increase in production, also in quality of product, has been achieved by a decreasing total of farm workers. It is only after some years that we have recognised that skilled rural workers are entitled to adequate wages as compared with urban and factory workers ; it is, however, still true that a variety of work in healthier conditions has some advantages ; and farm cottages and some "perquisites" are other factors which affect the rural worker.

The future of agriculture in regions such as the Dove Valley may become changed, not always for the better, by our closer ties with Europe.

We should here record the great debt which Uttoxeter owes to the development of Messrs. Bamfords' agricultural machinery at the Leighton Ironworks. This goes back to 1871, or earlier ; the late Mr. Henry Bamford Senior was already established as an ironmonger in the large premises which formerly belonged to Uttoxeter worthies such as John Archbold, Katharine Mastergent, and others, who owned an old inn which became the "Old Crown". Part of this extended eastwards to become the "Buffalo's Head". The upper rooms of the shop which has replaced the latter inn can still be seen as an example of massive buildings using oak timbers.

From these corner premises, still owned by Messrs. Bamford, Mr. Henry Bamford's eldest son, Samuel Brassington Bamford,

began what Redfern described as "a foundry in Spiccal Street in 1871, for their own castings - - - but since then they have also entered largely upon the manufacture of agricultural implements, and have taken out numerous patents for inventions and improvements." The Directory of 1850 records that John Cornes, Balance Street, was a manufacturer of agricultural implements, but Redfern did not mention him, and nothing now appears to be known of the site of his premises, or of the nature of the implements he made. Redfern does, however, mention an iron foundry, Bewley's, at the junction of High Wood road and Wood Lane. Cast-iron plate-covers were to be seen over pavement entrances to cellars and were fairly common 80 years ago, but the foundry was later superseded by Stretch's Mineral Water Works. There is still (1973) an iron plate with Bewley's name in the yard behind the premises in High Street opposite the entrance to Smithfield Road.

Mr. Henry Bamford was occupied solely by his ironmongery shop at the corner of the Market Place and what was then known as the Sheep Market, but his sons, led by Mr. S. B. Bamford, pressed on rapidly with the ironworks begun in Spiccal Street in 1871 ; their earliest products were general and even horticultural iron ware, but were so well designed and manufactured that by 1874 several Medals and Certificates of Merit had been won. There was at that time, chiefly under some ingenious United States engineers, a rapid advance in agricultural invention, though some English patents were also noteworthy. Horse-drawn mowing machines were made, at first limited to cutting widths of four feet three inches ; later this width was increased, and in 1882 the mowing machines for which the firm became famous, the Royal 5A, were being exported all over Europe. The design and strength of these were such that many lasted years of hard work, and even in the early 20th century I saw some still at work after 20 years. At the same time, various other farm implements were being produced, "tedding" machines, horse rakes, chaff cutters, grinding and root cutting and slicing machines ; all these could be found at work on farms all over the British Isles and Europe. This rapid progress resulted in an extension of the Leighton Ironworks ; the firm's premises by 1891 reached from Bridge Street westwards to the rear of houses in Pinfold Street, while by 1898 the Hockley

field, on which the present modernised West Works stand, had been added to the great area already occupied by the company. The number of employees had risen from 30 in 1877 to 500 in 1897. These extensions took place soon after the famous gold-rush to the Yukon in north-west Canada, and the new area of Bamfords' works was jocularly named "Klondyke"; it is not known who first used this name, but it became adopted by all employees, until the demolition of these buildings and the re-opening of modernised buildings and assembly lines in 1961.

Meanwhile the company had increased the variety of their products to include balers, tractor mowers, potato-diggers, petrol and, later, diesel stationary engines, new types of mowers, side-rakes, combines, and ingenious hay-makers, which met the demands of users who had come to recognise that excessive beating could destroy the valuable green leaves of grasses and reduce the feeding value of the hay.

Bamfords Ltd., a public company since 1958, had witnessed the passing of many directors and family pioneers; Mr. Henry Bamford, Senior, in 1896, Mr. John Bamford (a great supporter of Cricket and other athletic games in the District, including the fine pavilion on Oldfields Ground), died in 1918. Mr. Henry Bamford (Stafford Harry, who became distinct from the other Henry Bamfords by his residing in the County Town) passed on in 1928; he had always shown kindly interest in less fortunate Uttoxeter people by his long service on the Board of Guardians. An amusing story was related to me by a former employee; it concerned the stone wall built on the North side of the brook where it flows past the Ironworks.

This man and another had been set to work to build up the wall from the brook level; (the blocks are still to be seen there). Mr. Henry Bamford, Sen., who in his retirement still took an interest in what went on, watched them laying down the large blocks; our man, a somewhat garrulous character, paused to remark to the old gentleman, "These blocks 'll last wunner they, sir?" "Yes, they ought to", replied Mr. Bamford, in a rather sarcastic tone. The labourer noted the tone and asked, "Why d'you say that?" "Well," was Mr. Henry's reply, "You give each one plenty of time to settle before putting another on top of it."

Finally, Mr. Samuel Bamford, the real founder of the firm, and an enterprising member for over sixty years, died in 1932, followed by his brother Joseph in 1936.

It can be stated without any fear of contradiction that Uttoxeter trade and prosperity owes more to this family of brothers and their descendants than newcomers can realise ; the 1972 Report of the Company mentions that during 1971 the number of employees averaged 865, and that their total remuneration amounted to £1,153,821. The value of goods exported from the United Kingdom rose by 1972 to the huge total of £1,716,200. Subsidiary companies such as Jones' Balers were five in number, and the Directors of the main company and subsidiaries numbered eight, three of whom were direct Bamford descendants. The Chairman of Directors was Mr. H. F. Burgess, and the firm of F. H. Burgess Ltd. held 1,862,817 ordinary shares in Bamfords Ltd. The net Invoice Value of goods despatched reached the huge total of £6,179,227. It should also be recorded of this notable family that two of Mr. Sam Bamford's brothers, who chose medical careers rather than engineering, served the town for many years as Doctors ; these were Dr. Charles Bamford, whose memory is preserved by his foundation at the Hermitage, and Dr. Tom Bamford, a genial character in many town activities.

It may be of interest to readers to note that the old building on the right at the bottom of Pinfold Street, is the last existing evidence of what was once an important industry in Uttoxeter, viz. tanning and leather producing. Redfern could record that in his younger days there were several extensive tanneries in Uttoxeter and neighbourhood. On p. 380 of the 2nd Edn. we find, "One was at the Brook House, the business last being carried on by Messrs. Frost ; another occupied an extensive space on the right-hand side of the bottom of Bradley Street at the bend into Silver Street - - - this business was in the hands of a Mr. Shipley. There was also a tannery at the Leasows, which was carried on by Mr. Wigley, who, with his family, emigrated to Canada. There was likewise one at Scounslow Green, which belonged to a Mr. Towers. The late wealthy brothers, Messrs. John and Joseph Fox, Church Street ; Mr. Bull, High Street ; and Mr. Hudson, Bridge Street - - - were extensive curriers. All these businesses, however, have disappeared."

This long extract could have been even longer if Redfern had recorded that Sampson Alkin, three hundred years earlier, had a close of pasture called the Leasow field, and was the ancestor of a family of that name who were described in documents of about 1700 as "Courvoisers", i.e. curriers or leather workers.

Redfern refers to the former Mechanics' Institute and Library which was supported in the middle of the 19th Century by influential gentlemen ; a relative of mine possessed a prize book given by the Institute to James Rue ; he had passed on before Redfern completed his second edition, but a Directory of 1850 records James Rue of Balance Street as a currier and leather cutter. In my younger days I often heard him mentioned as Jimmy Rue, an old Uttoxeter "character". He had passed on by 1872, in which year there was a tanyard at the bottom of Pinfold Street, belonging to Messrs. Critchlow, who were also recorded as "glue manufacturers". Redfern knew these premises as "dye works", and himself was engaged in this business for a while, following William Allen. It was from William Allen that Redfern took on his cooper's business at the old half-timbered house in Carter Street.

But the Pinfold premises returned to tanyard work, and I can remember seeing men at work on skins soaking in the Brook there in the 1890's.

But all tanning and leather working died out soon after. The only reference to all this was to be found in the original name of the "Wellington" Inn ; this was known as "The Tanners' Arms and Wellington Inn" and was kept by Joseph Byrd in 1876. I have not been able to discover if Joseph was related to John Byrd, who farmed at the upper end of Byrd's Lane. There were no houses except his farmhouse on either side of the road until the present council housing estate was developed. John Byrd, a man of immense build, had a daughter who was a member of the Heath Church Choir for many years before 1900.

Joseph Byrd was a farmer as well as Innkeeper, his land extending from the old football field behind the Hope and Anchor as far as the present Heathfield Road. One can find evidence at the present day that it was common practice for town residents to hold farm lands just outside the town. Several barns with round entrances to lofts can be seen in Balance Street.

We may now record the great advance in dairy factory business in Uttoxeter, which has been located at Bridge Street, Brookside, for nearly ninety years. The railway and adjacent brook have naturally been the chief factors. But the large building on the South side of the railway was originally built (as Redfern recorded on p. 374, 2nd Edn.) in 1864 as a new Brewery ; the old Brewery of Messrs. Earp and Saunders had been at work since about 1818. The old Brewery continued under Messrs. Keates and Wood (1872) and was later acquired by Charles Bunting (Redfern himself worked as a Cooper to this firm). There were remains of a small brewery in Church Street, carried on by "the late Mr. Mills" — (p. 374 of Redfern 2nd Edn.), the small chimney and buildings of this remained until the 1890's. By contrast the Brewery in High Street continued to expand, and became prominent in Staffordshire and the Midlands. Its chimney and buildings with a large clock, formed a landmark opposite the Town Hall ; the offices, designed by Mr. Thomas Fradgley, the well-known Uttoxeter Architect, were built on the site of a very old inn, the Cock, which is mentioned in documents of the early 1600's, and gave its name to the "Cock Stubbles", the site of the present R.C. Schools. After a successful period, during which a gold medal award was gained, the Brewery was taken down, after amalgamation, first with Parker's Brewery of Burslem in 1929, and later with Ind Coope, Ltd. of Burton.

The new buildings, shops, offices, bus station, and car park, now stand on the former Brewery land, but the "Maltings", the name of this area still survives to remind us of the original brewing trade.

The New Brewery at the Station was not at first a success, but after lying unused for a while was renewed by Messrs. G. Gardner, of Liverpool, associated with Mr. Stretch. Brewing continued until 1891, but each summer (when a surplus of milk was produced in the district) the manufacture of cheese was carried on by Mr. Thomas Nuttall.

Later, a branch of "Farmers and Cleveland Dairy Company" was established ; this was managed by the late Mr. W. Prince. After a few years it was decided to close this Dairy, but the older factory on the town side of the railway station

expanded rapidly, especially in the making of butter ; the old brewery buildings left by the Cleveland Dairy were used for storage, and a great number of pigs were housed in the outbuildings there. At the present day the "Unigate" Company still controls both sites on the north and south of the railway, but the sidings where farmers unloaded their churns for despatch to London each evening are almost disused. Milk in bulk for various trades and for large towns was sent away in glass-lined tanks, the milk being piped across the road into the tanks by overhead detachable pipes direct from the Dairy. These pipes and tanks required complete sterilisation after each use. Today milk is collected from farms by lorries carrying small churns easy to handle, and even in tanks, many farmers have found it convenient to instal their own tanks, so that milk passes directly from the cow via the milking machine units without any exposure to possible outside contamination. The risk of tuberculosis can now be claimed as non-existent, while efforts are being made to stamp out brucellosis in the same way. The Uttoxeter Dairy is now one of the most prominent sets of buildings in the district. It was almost entirely re-built in 1932, and more and more modern equipment has been installed ; practically every type of dairy produce is made, from butter and cheese to condensed milk and milk powder ; large warehouses permit storage for these, and supplies are forwarded to all parts of the Country. The annual total of milk received at the Dairy now reaches thirteen million gallons.

From being "Great Western and Metropolitan Dairies" the company next became the "United Dairies", and later "Wiltshire United Dairies" and has now become part of the "Unigate" Group after amalgamation with "St. Ivel" and "Cow and Gate" concerns.

Employees number 360 in normal working, but in busy periods when milk supplies increase more employees are engaged.

The great progress since the beginning of the century was remarkable ; at first, to avoid long distances for farm transport, small dairies were built in many villages ; there were depots at Rocester, Marston, Croxden, Ellastone, Ecton, Leigh, Ingestre, Sudbury and Egginton. Most of these

had employees experienced in cheese making, Croxden being notable ; even at the present day prize-winning cheese is made at Egginton, but all the smaller depots have been closed. In the Ashbourne area of Derbyshire some still remain, e.g. Hartington is another well-known factory for Stilton cheese. Much of the vast quantity of milk coming from East Staffordshire and West Derbyshire river valleys is used at Nestle factories at Ashbourne and Tutbury, especially for such coffee flavoured powders as Nescafe and similar products.

Much of this progress is due to the breeding of specialised strains of Dairy Cows, and an enormous number of gallons of milk are dealt with at the Unigate Dairy at Uttoxeter, the Nestle depots mentioned above at Tutbury and Ashbourne, and the C.W.S. factory at Fole ; this far exceeds the farm output of half a century ago. We must not omit the debt owed by Uttoxeter to three generations of the Dainton family ; for over 80 years there has always been a Dainton (sometimes more than one) directing operations at the Brookside depot.

Water supply has, of course, always been important for this work, and the factory is fortunate in this respect. On the old Brewery premises a borehole was the result of explorations under the late Mr. W. Stretch ; this is not now used, but two deep wells on the opposite side of the railway can provide never failing supplies ; the Company also has authority from the Trent River Board to extract 630 million gallons per annum for cooling purposes from the brook close at hand ; and connection to the mains of the South Staffs. Water Board provides further water if required. With regard to water supply it should be recorded that some years ago two disastrous fires occurred which tested Uttoxeter Water supply to the utmost. The premises of Messrs. Huggins and Chambers, ironmongers, at the bottom of High Street were reduced to a few girders and rubble one night in 1923 ; and Uttoxeter Firemen with outside Brigades fought the flames which reached across to shops across High Street. The Burton Brigade pumped water from the brook in Bridge Street up through the Market Place, the Uttoxeter men used water from the town mains, and another group took water from the deep well in the Old Brewery Yard ; (this well-water was said to have given the good quality to the beer brewed there by Charles Bunting Ltd.)

On the other occasion the paint shop at Messrs. Bamfords' works in Pinfold Street was burnt out. No other Brigades were called to aid the Uttoxeter men, but when the fire was subdued, it is said that Uttoxeter Reservoir was empty.

To return to the Uttoxeter Dairy, the story would be incomplete without mention of the Brookside Road. Originally this was only an approach road to the Town Meadows, with access to other farm land on the south side of the River Dove. From Bridge Street to a level crossing over the railway it was little used until the first Dairy was established on the north side of the road ; milk was at that time brought in farm vehicles to the Dairy, and in wet weather horses and iron-tired wheels churned up the unmetalled road until mud reached almost to the hubs of wheels. If a horse was in trouble with a heavy load of milk churns (each churn held 17 gallons at that time) the driver had to get through mud about knee-deep. Dispute as to who was responsible for maintenance and repair delayed the necessary action for some time before the roadway was properly surfaced. Another dispute which arose over price to be paid for milk resulted in some farmers "striking" for a higher price.

The late Mr. G. F. Bagshaw, M.B.E., the auctioneer, once said in public that he would have preferred to continue his brief career as a farmer, but gave this up because he could only get 6d. per gallon wholesale for his milk, though the dairies everywhere could sell at about double that price.

The efforts made by local farmers to ensure a better price for milk caused a wide demand for the formation of a branch of the National Farmers' Union in the Uttoxeter area ; Mr. Bagshaw took his share in this, but local farmers were indebted to the late H. B. Boden for the successful inauguration of the branch. Notable work for the N.F.U. has been done by T. Boden, son of H. B. Boden. The present buying and selling system of the officially approved Milk Marketing Board has prevented any disastrous dispute of the above kind.

In the next part of this work we shall record the establishment of the latest important Uttoxeter industry, Messrs. Elkes' Biscuit Factory.

Before we leave the 19th century story, it will be interesting to note other activities of the district. Redfern himself wrote (p. 268, 1st Edn.) "the game of football used to be an exciting play here also, but, without any interference of authority, it is almost entirely disregarded." We can gather (from a reference on p. 355, 2nd Edn.) that Redfern was here concerned with the type of football which was played centuries ago in various towns on Shrove Tuesday, and is still maintained at Ashbourne. This was vastly different from the game of modern times played under strict control by the Football Association Clubs ; the name "Soccer" was coined from "Association", (the associated clubs played with a round ball) and the term "Rugger" came to be used by contrast, and applied to the society of clubs using an oval ball, and arising from "Rugby" school ; tradition tells of William Webb Ellis of that school who first picked up the ball and ran with it in 1823.

Redfern was correct in speaking of "interference", for the Shrove Tuesday type of game (in which crowds of men opposed each other) was forbidden by authority at different times as far back as 1314 and 1349. Redfern was recording that this game died out in Uttoxeter *without* interference by authority. His first Edition was published in 1865, two years after the official founding of the Football Association, in which clubs from Sheffield and Stoke took part. So Redfern was living in a period when organised "games" and athletic sports became common ; but his regrets about the lack of enthusiasm for cricket were not altogether fair to the young men of his day.

I have already referred to the "Town" Football Club, whose games were played on the "Wharf" Ground, behind the "Hope and Anchor" Inn about 1900. But as far back as 1874 there is evidence that Uttoxeter had a team which was not disgraced when playing against those of larger towns.

The late Alfred Parker told me of boys from Alleyne's Grammar School (then situated in Bridge Street) playing football on ground recently left unoccupied by the brick works on the Heath. This happened before 1859. Some years later the Staffordshire Advertiser reported that the Uttoxeter Football Team visited Stafford, and were defeated by the narrow margin of 1 - 0. The report mentions that Trubshaw played an outstanding game for Uttoxeter.

Cricket had long been established in many areas of England; we can learn from Dickens' "Pickwick Papers" that such villages as "Dingley Dell" and "Muggleton" had their teams; and the same book mentions that in the West Indies also it was played both by white and black men. But the great mass of young people had few facilities for cricket except on Sundays or holidays. Those who *did* have opportunities for regular games of cricket were the upper classes and those with at least some leisure. The "Staffordshire Advertiser" records many cricket matches usually in parks or private grounds of the nobility, e.g. at Alton Towers, where players mentioned belonged to the Talbot and Bagot families. However, as it became more and more customary for Saturday afternoons to be free from work (except on farms) we find records of cricket played in the district in the 1870's and later years. I have seen an old scoring book at Tutbury which records matches against Uttoxeter players; and in the 1860's Mr. T. E. Rhodes, Headmaster of Alleyne's Grammar School, led a team of two Masters and twelve boys against eleven Old Alleynians. The match was played on the Doveridge Hall ground, and was won by the Old Boys; their scores were 85 and 70 in the two innings, the chief scores being 13 by G. Bladon (of an old local family), 19 by S. W. Bradbury, and 26 by A. E. Williams, son of the Rev. Bennet Williams, Rector of Bramshall. In reply the school could only muster 44 and 67 in the two innings; Mr. Rhodes himself scored 20, and W. Hawthorn 14.

The club at Bramshall played on a pitch of levelled ground opposite to the Hurst Farm; farm players could join in the game, but had to do their share of evening milking. I have a record of a match between Bramshall and Leigh on June 23rd, 1883, at Leigh. Only two players from Bramshall reached double figures, W. Richardson 12, and A. Charles 16; the Bramshall total was only 59, to which Leigh replied with 144. Players of Leigh mentioned were F. Mayer 58, T. Brown 28, R. Brown 12, and W. Ratcliffe 11.

I can recall the last match on the old Bramshall Ground in 1906, when a team from Uttoxeter led by the late J. Wildsmith were defeated, but I have no record of the scores.

The game has been revived at Bramshall in recent years, a new ground at Park Farm being provided by Mr. T. R. Statham.

The flourishing Town Football Club of the 1890's and 1900's has already been noted in this work, but Redfern would have been particularly pleased to record that since the 1880's, there have been cricket grounds in various places in Uttoxeter. The late J. Beetham, Painter, of Carter Street, told me that he had often played on a levelled pitch where the Uttoxeter Lido has been built at the Picknalls, and as a boy I used to watch matches on a ground in Byrd's Lane, where I have seen the late W. G. Need, and the late G. Green taking part. There was also a ground on the site of the Race Course (many years before the present ground was laid out there), another off the Stafford Road on land at Highfields, and of course the famous Oldfields Ground with the magnificent pavilion built by the late John Bamford, J.P. Here for some years matches were played by the Staffordshire County Cricket Club, and in 1905, and again in 1912, Mr. Bamford arranged matches against the Australian Touring teams. Cricket and Football matches have, in recent years, been played on grounds of Messrs. Elkes' Biscuit Factory. While mentioning the Uttoxeter Lido, it should be recorded that a well-supported Swimming Club was begun in the 1880's, and continued at the Old Pavilion near Noah's Ark Farm. Here annual Swimming Sports were held for many years. I have a photograph of the members of the Club in 1881. Prominent swimmers in the group were the Rev. R. Barker, W. Bullock, W. Woolley, J. S. Bagshaw, A. B. Torrance, T. A. Torrance, H. Hodgkinson, C. Hodgkinson, E. Trubshaw and others.

Prominent holders of the Championship Cup were L. Murray, and H. F. Brett-Smith. This was nominally termed "One Mile" race ; the competitors began at Red Nick, swam down stream past the Pavilion and the Bridge, to the weir above Doveridge Mill ; then they turned against the stream, under the Bridge and finished at the Pavilion. Many competitors found great difficulty in swimming upstream from the Weir to the Pavilion. On several occasions the late H. F. Brett Smith won the event by the steady strength of his strokes at this final trial.

A notable swimming feat by a local man in September 1923 is recorded in the "Uttoxeter Advertiser" of October 21st, 1953. Readers will recall the ancient classical legend

that Leander swam the Hellespont every night to visit his lover Hero, until one fatal night when he was drowned in a rough sea.

Lord Byron, despite a lame leg, emulated this feat in 1810. But the Advertiser report tells that "the late Denis Farmer, then serving on H.M.S. Pegasus, accomplished the same swim from Sestos to Abydos in 53 minutes." He was the son of the late Mr. S. Farmer and Mrs. Alice Farmer ; but it is sad to record that later, while serving in submarines, he was caught in an epidemic of influenza which proved fatal.

On the whole, it may well be claimed that present day athletic facilities are what Redfern was advocating ; during his lifetime he had seen the wild crowds of the "Wakes" week turning their energies to the well-organised "Wakes Monday" Sports at Oldfields, where competitors entered from all over the Midlands ; J. Barnes on one occasion defeated all his rivals to gain the Midlands 100 yards Championship. Other local athletes who gained notable successes were J. Walker, of Stramshall, in Walking and Cycling, W. Cockersole and T. Stone, in Sprinting events, J. Doran in the Mile, and A. Udale in the Obstacle Races. No doubt some readers can recall other fine Athletes, and I have heard many who wished for a revival of the Wakes Sports.

We have noted that there were many whose long week's work gave small opportunity for outdoor recreation. One form of contest is of interest, and is stated by Redfern to have been "in much repute amongst the working classes" ; this was "Teap and Ball". Redfern claimed that this could be traced back to the 14th Century, but he does not describe it. Briefly, a small ball (or in early ages a hard knot cut out of a wooden plank) was jerked into the air, and driven as long a distance as possible by a wooden implement resembling a child's seaside wooden spade without the top handle ; in later years a "tip-cat", or small rod sharpened at each end sprung into the air by striking a sharp end, took the place of the ball or hard knot. The game was sometimes called "knurr and spell", knurr is an old Dutch word for "knot of wood". I can recall seeing an old wooden implement used in this game in the workshop of the late John Smith, who explained its use ; he had a clear recollection of seeing the game, and said the distance to which the ball or knot had been driven was usually measured in "scores of yards". The chief characteristic of this sport seems to have been the ease of providing

the means of playing. A knot of wood is easily obtained, and so is a wooden rod with a flat or paddle-like part.

Redfern omits mention of some kinds of sport open only to persons of means and leisure. Hunting is one example, and at least two packs of foxhounds had existed in the district for almost a century. When Redfern wrote, the nearest pack to Uttoxeter was the Meynell, with kennels at Sudbury, but some meeting places for the South Staffordshire pack could be reached by local gentlemen. It is remarkable that modern conditions have caused the amalgamation of these two.

There have always been followers of the hunt on foot, as apart from a few farmers, the mounted followers consisted mainly of local well-to-do gentlemen and noblemen.

Following a hunt on foot could mean a strenuous day ; such followers were usually keen schoolboys on holiday. Perhaps it may interest readers to learn what a day's exercise might be, so we will record a typical day in 1900, during the Christmas holidays. A small group of Alleynians, H. Beale, T. V. Bagshaw, W. B. Wilks, J. A. Cooper and myself, travelled by train from Uttoxeter to Sudbury, and walked to the Hall, where the Meynell hounds met at 11-0 a.m. We had a packet of sandwiches each, and hoped for a chance to take part in at least one exciting run if a fox was found. During the previous night when foxes were out of their "earths", men paid by the hunt according to custom had "stopped" their earths so that by the next day it was likely that any piece of woodland might contain a fox which had taken temporary shelter when he found the entrance to his lair blocked.

When the hunt moved off, the first coverts drawn were those between Sudbury and Cubley ; knowing the countryside well, we had no difficulty in keeping up, but when the pack went away in the direction of Boylestone we had a long run, and this became more trying when a fox was found and the hounds went away at a great pace towards Church Broughton. However, we caught up with the horsemen in time to see the end of the pause following the "kill" as the hounds caught their fox near Church Broughton. By this time we were glad of a halt, and our sandwiches soon vanished. The early part

of the afternoon was spent in "drawing" other small woodlands, and when hounds began a run towards Sutton, we decided to call it a day. After a long tramp we reached the road junction at Portway Head just in time to hear Messrs. Bamford's works syren sounding 5-30 p.m. This meant an hour's brisk walking at the end of a vigorous day, rather more than the usual day's exercise on many such occasions. I am the only survivor (1973) of that energetic group, but the custom of following the hunt is still kept up by Mr. B. Wilks, son of one of those mentioned.

The value of such days of exercise and endurance is confirmed by a report in the "Uttoxeter New Era" of a Walking Competition held in June 1903. The course was from Uttoxeter to Abbots Bromley, Hoar Cross, Newborough, The Six Road Ends, Draycott, Sudbury, and Doveridge, then to finish in Uttoxeter Market Place; a time limit was fixed, and competitors who came home within the limit received medals; the winner was H. B. Peach, of Barclay's Bank, but two of the medal winners, H. Beale (2nd) and W. B. Wilks (5th) were among the party of Alleynians mentioned above. Another medal winner was another Old Alleynian, W. Torrance, then in his 50th year. The winner's time was four hours one minute, and he actually covered the last mile in 8½ minutes. No fewer than 19 competitors completed the course in the time fixed.

Some older readers may recall that there was a "craze" for such competitions in 1903, the Uttoxeter contest being only one out of many hundreds all over Great Britain.

Riding to hounds in present times is not quite the monopoly of local "gentry" as it once was, and there is some opposition nowadays to "blood" sports. Indeed, the practice of paying poultry keepers for losses by marauding foxes, which was borne by the Hunt, justified to some extent the contention that though fox numbers were diminished by hunting, there was also some preservation.

Another old English "sport", once the monopoly of the well-to-do country gentlemen, but now maintained by all classes is horse racing; this, of course, has two divisions — "flat" racing in the summer months, and "national hunt"

meetings which have "hurdle" races and "steeple-chases" only. The latter name is said to have been derived from contests in which riders actually did race from one place to a distant visible church steeple. Both kinds could be found in Uttoxeter district as long ago as some records of the late 1720's. These race-meetings then appear to have been discontinued until 1774, when some were held, and other contests are recorded in 1782. For some time annual meetings took place on two days each September.

The course used appears to have been on the large open space of the Netherwood, and "hurdle" races were then part of the programme. From the beginning of the 19th Century race meetings took place on different courses; besides the Netherwood course, there was one at Lambert's Park Farm, Byrd's Lane. (I can remember a solitary hurdle in a hedge there, the last relic of this old meeting-place) and at Bramshall; this course was used up to the 1890's, and was a great test of stamina.

The start was opposite to the "Butchers' Arms" Inn, and from there the line went down to the railway at the bottom of the valley, turning east alongside the railway for over a quarter of a mile. The horses then had to turn uphill northwards towards the Bramshall - Uttoxeter road. They next had to turn parallel with the road and finish at the "Elms" farm, the penultimate field being a ploughed field. One may judge that any horse completing such a distance down and up hill, with a heavy ending, was indeed a "stayer".

I recall seeing one rider, the late J. Prince, of Gratwich, uncle of Mr. J. H. Prince of Field Hall, riding in what was probably one of the last meetings held there. (Later Mr. J. Prince lost his life in the hunting field).

The next racecourse was on the site of the present course near Uttoxeter Station; this did not prove a permanent success, but the present course has been revived and managed with great success by Uttoxeter Urban Council.

Redfern died in 1895, so most of our remaining story will cover events which he could not have known. One of the

landmarks, however, familiar to him, has now disappeared -- the Union Workhouse on the Heath where Grange Road has been constructed ; this was the second workhouse on that site, and the story, with details of some Uttoxeter Charities will appear in Part IX of this work.

Local Government, beginning with the formation of an Urban Council in 1896, has naturally a history of important events, and now (1974) has joined with Burton and Tutbury to form the new Council of East Staffordshire.

There are changes in Uttoxeter Schools which should also be recorded ; Redfern would have been surprised to find two large schools at Oldfields, two on the Heath, another at the Picknalls, and the largest of all after the amalgamation of Alleyne's Grammar School with Uttoxeter Girls' High School, followed by its enlargement and re-naming as Alleyne's High School.

No local history would be complete without these items, but it is hoped that the next booklet (Part IX) will be of interest to all the increased population of Uttoxeter.